



ALAMEDA COUNTY  
CONGESTION MANAGEMENT AGENCY

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**Memorandum**

*April 7, 2009  
Agenda Item 3.4.3  
Handout*

**Date:** April 2, 2009  
**To:** ACTAC  
**From:** Beth Walukas, Manager of Planning  
**Subject:** 2009 CMP Update: Climate Action

**Action**

ACTAC is requested to provide input on proposed Climate Action priorities related to outcomes of the Board retreat and the 2009 CMP update, implementation of legislative requirements (SB 375 and AB 32) and regional plans (T2035 and Focus), and local implementation of Climate Action Plans and related documents. Proposed revisions to the Travel Demand Management Element and Land Use Analysis Program (Chapters 5 and 6 of the CMP) showing where CMA Climate Action Priorities can be incorporated into the CMP are summarized below.

**Discussion**

While MTC's "Guidance for Consistency of Congestion Management Programs with the Regional Transportation Plan" encourages CMPs to consider greenhouse (GHG) emissions in developing the CMP CIP even though GHG emissions are not currently required in either Federal or State Clean Air Plans, staff would like to begin incorporating ways to address SB 375 and Climate Action strategies in the 2009 CMP. The attached draft CMA Priorities for Climate Action Measures are based on discussion at the December 18, 2009 Board retreat, implementation of legislative requirements (SB 375 and AB 32) and regional plans (T2035 and Focus), and local implementation of Climate Action Plans and related documents. The priorities are grouped by section: Action, Action/Advocacy, Advocacy, and Institutional Roles and by time: short (within 2 years), medium (2 to 10 years) and long (10 to 25 years).

Based on the draft priorities, the following modifications are recommended for the Travel Demand Management Element and Land Use Analysis Program and (Chapters 5 and 6 of the CMP).

*Travel Demand Management Element (Chapter 5)*

- Add develop a comprehensive TDM program to support TOD development in addition to the Guaranteed Ride Home program to the Countywide Program. This would help fulfill the TDM requirement of the Congestion Management Program, and would provide alternatives to the SOV, reduce vehicle miles traveled, and help in reducing greenhouse gases.

*Land Use Analysis Program (Chapter 6):*

- Work toward identifying a standard of multi-modal level of service for the 2011 CMP. Modify the Development Review Process section of the 2009 CMP to identify the need to develop a method of measuring person throughput representing all modes in addition to the standard method of measuring vehicle volume to capacity.
- Refocus the Jobs/Housing Balance, Transit Oriented Development (TOD), and Regional Agencies Smart Growth Strategy sections of the chapter to be oriented to SB 375 and Climate Action. Include a discussion of TOD, CEQA, parking standards and policies, traffic impact fees, monitoring and evaluation of emissions, and Sustainable Communities Strategy/Alternative Planning Strategy.

If ACTAC agrees with the proposed additions, staff will incorporate comments on the Priority Matrix, modify the CMP chapters and bring them back to ACTAC and the Board in May.

4/2/2009

# DRAFT CMA PRIORITIES FOR CLIMATE ACTION MEASURES

Short (within 2 years) 2009-11      Medium (2 - 10 years) 2011-19      Long (10 - 25 years) 2019-34

Action	Technical assistance to local jurisdiction Climate Action Programs		
	Transit Oriented Development (TOD) programs - existing and expansion		
	Transporation Demand Management (TDM) programs - existing and expansion		
Action/ Advocacy	Parking standards/policies		
	CMP - strengthen LU & TDM elements		
		Emissions - monitoring & evaluation	
		Traffic impact fee	
	Improvements in freight/services transportation		
	Standards of multi-modal 'level of service' - person-trip throughputs		
Advocacy	Transit service improvements - trips competitive with driving times		
	New (not redirected) revenues for climate action implementation		
	Stronger vehicle fuel efficiency and emissions standards		
	CEQA streamlining		
	Alternative vehicle and vehicle-fuel technology		
	Improved albedo		
Institutional Roles	Green building		
	Partnerships with other agencies (local, regional, state)		
	Investigate potential for stronger role in land use planning in relation to transportation		

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